

HARBOUR LIGHT

The Newsletter of the  
HERRINGTON HARBOUR SAILING ASSOCIATION

August 8, 1988



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CALENDAR AT A GLANCE

August 10 Wednesday	7:00 pm	Series # 2 = Race # 6
August 13 Saturday	10:00 am	Boyer Memorial Poplar Island Race
August 13 Saturday	6:30 pm	Summer "Pig-out" Party "M" Dock Lawn
August 17 Wednesday	7:00 am	Series # 2 - Race # 7
August 20-28 Sat.-Sun. (week)	9:30 am	Northern Bay Cruise CC Glick (WHITE GULL)
August 20-21 Sat.-Sun.	9:30 am	Pick-up Cruise # 6 TBD, CC Ulander (AQUA VITAE)
August 20-21 Sat.-Sun.	9:30 am	1st Annual Powder Puff Cruise CC Debby Justice (CATS PAW)
August 27-28 Sat.-Sun.	9:30 am	Corn Moon Cruise, Wye River CC Bourke (FINALLY)
September 3-5 Sat.-Mon.	9:30 am	Labor Day, St. Leonards Creek CC Enstam (SONG BIRD)
September 3-11	9:30 am	Southern Bay Cruise CC McCabe (KELLY ANN)
Sept. 10-11 Sat.-Sun.	9:00 am	Pick-Up Cruise # 7 TBD, CC Hoveskeland (ARIEL)
Sept. 10 Saturday	10:00 am	Fall Series - Race # 1
Sept. 17-18 Sat.-Sun.	10:00 am	Puzzle Cruise, Island Creek CC Justice (CATS PAW)
Sept. 17 Saturday	10:00 am	Fall Series - Race # 2
Sept. 24-25 Sat.-Sun.	10:00 am	Harvest Moon Cruise, Leeds Creek CC Brixius (AMITIE)

## SHOOTING THE BREEZE

I want to thank Joe Batts for covering for me last month by writing the Commodore's article. As Joe mentioned, our family spent a week in Bermuda and then joined the Hoveskeland's aboard ARIEL for the return trip home. The sailing was terrific. Our crew of seven (four adults and three children) had South/Southeast winds combined with a following sea that propelled us home in 5 1/2 days versus the 8 1/2 days it took the racing crew to get to Bermuda. Can you imagine only one tack during the entire return trip and that was in the eye of a storm when the wind abruptly shifted 180 degrees and came out of the North/Northeast. Such stories to tell.

Speaking of racing, the Severn River Yacht Club has invited HHSA members to participate in their annual Bacardi Cup race on Saturday, August 6, 1988. This is a non-spinnaker, mom & pop race intended to be a low-key test of sailing skill as well as a social event. Afterwards, Bacardi Rum will host a barbecue and crab feast for all participating boats and their crews. Contact George Gwaltney for particulars.

One of the questions continually on the minds of members about this time of the year is, "where is my membership roster?" Well, the 1988 HHSA Membership Roster was mailed the first week of July and all members should have received theirs. If you haven't or know of someone who hasn't, please call Ginny Fant so she can get a copy to you.

This particular HHSA Membership Roster has elicited much praise and I'm sure the membership will join me in a hardy "Thanks" to all those who volunteered their time and talents to putting together our best directory yet. Nick Brixius was able to extract the data from dBase Plus for the layout and production work. Halli Kunze is the one who continually enters and updates information in the database. Laurie Siegel put her artistic talents to work on our new cover design and Jocelyn Marquez provided a short history of the Association. Again, your collective efforts are appreciated by all.

Don't forget the HHSA annual barbecue to be held Saturday, the 13th of August. The same catering group we used last year will be preparing the feast again this year. Please get your reservations into Kent Kunze so he can give the caterers an idea of how much food to prepare. Also, this year in addition to the fun and games, we'll be sponsoring a raffle. Three lucky ticket holders will experience immediate gratification that evening in the form of cold hard cash.

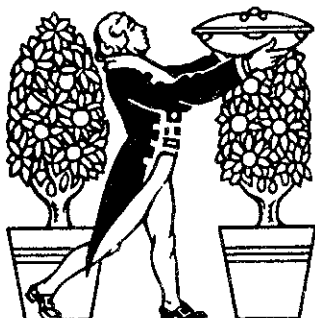
For those of you who have not picked up the T-shirts you ordered or for those who didn't order, but would like T-shirts, stop by our boat, BREEZY, located in slip K-5, and choose from five irresistible colors! While trying to refrain from flat out "hawking", at \$8 each they're a bargain. Plus, they are a source of income for your Association. They will also be available at the barbecue.

To continue the transition from sources of income to the Association's budget, I have to mention the production costs of our beloved newsletter, the Harbour Light. They have increased significantly from last year. Of all the factors that are contributing to the increases, those associated with the actual printing and production are the main

culprits. Last year, Harbour Light was produced "in-house" at one of our member's office and we were billed only for the actual cost of production. This year we've had to utilize a commercial printshop that charges us a competitive retail rate. This rate is nearly double last year's. If any member is in, or has contacts in, the printing industry and could help us with obtaining better pricing for our publication, please call me or Jeff Knapp.

We look forward to seeing you all at the barbecue.

BRYAN DAVENPORT  
Commodore



SUMMER BARBECUE  
Kent Kunze, RCMDR-Social

O.K. Sailors, you've had Spring and Summer to perfect your technique. There have been several dress rehearsals. So now that you have your act down, let's do what HNSA members do best--LET'S PARTY!!

Let's make the last social event of the Summer, the Bullroast, a real blowout. It's scheduled for Saturday, August 13 at 6:30 p.m. at the M Dock lawn area.

There will be plenty of tasty food and cold beverages. The advance ticket cost is \$12.50 for adults, \$7.00--children (7-12); non-members and everyone at the door, \$15.00. If you haven't yet sent in your reservations call us immediately !! We need a final count to order food and beverages. As with previous social functions, the club is not subsidizing the food and drinks.

1st ANNUAL POWDER PUFF CRUISE  
Debby Justice, Cruise Captain

This is it ladies! The 1st Annual Powder Puff Cruise--open to women only--will take place the weekend of August 20-21. Cruise captain will be yours truly, Debby Justice, on CATS PAW. Tony Duncan, RCMDR-Cruising, has sanctioned the cruise, but asked me to make it clear that the already scheduled Pick Up Cruise will still be available.



We will choose a location from several suggested when we know more about who is coming. Several people have offered to take their boats and are willing to take others as crew. I need to coordinate this so we don't have 20 crew and only 2 or 3 boats. It is therefore important for you to call me if you need either a boat or a crew. If you have both, just show up at the captains' meeting at 9:30 a.m. on August 20 in front of the Herrington Harbour office. I will have very detailed hand-out charts and instructions for the cruise at that time. My number is 703/922-9777. Please call weekdays after 6:00 p.m.

MID-BAY NORTHERN CRUISE: AUGUST 20-28

Larry Glick

To date, five member ships have signed on for the August 20-28 Mid-Bay Northern Cruise. To reiterate, the destinations are: Magothy River, Baltimore Inner Harbour (Lay Day), Fairlee Creek, Corsica River (off Chester River), Chestertown (Kibblers Marina--Lay Day), Queenstown Creek, Herrington Harbour.

Reservations have been made at the Baltimore Inner Harbour Marina for ten slips. It's time to sign on for what will be a great cruise. Ring me soon at 703/356-0988 to get on board.

CORN MOON CRUISE--WYE RIVER

August 27-28, 1988

John Bourke, Cruise Captain



Come on the fun filled Corn Cruise!

When the corn is as high  
As an elephant's eye  
We'll all be anchored  
On the beautiful Wye!!

You may be sure the Corn Cruise will be anything but corny. A taxi service is planned so we will all be together on one raft for the gala Happy Hour--or hours. And there will be music. If you play an instrument no matter how poorly, bring it along if it will fit on your boat. Tambourine, triangles, small pianos, very small drums, glochenspiels, etc. will all be welcome. And certainly there will be a good old fashioned HHSA sing-along.

Why the Wye? Because like the Cruising Guide says, "The Wye River is best described as a quietly winding stream whose waters meander through the peaceful countryside and whose grassy or wooded banks are only occasionally interrupted by stately and dignified mansions." How can you resist? Also, if the wind is blowing out of the South, as it generally is this time of year, you'll be in for a good sail.

There is an abundance of fine anchorages. We will return to one that has proved excellent. It is on your starboard hand at Buoy #6 on "Back Wye." That is the branch that goes straight ahead. Continue past Shaw Bay 3 - 1/3 miles. Skippers' meeting will be at 9:30 a.m., Saturday, August 27 in front of the Herrington Harbour office. We'll be looking for you.

LABOR DAY WEEKEND--SOLOMONS CRUISE

Bob Enstam

To date, we have six reservations for Sunday, September 4 on Labor Day Weekend at Calvert Marina. Those six reservations have been made. Anyone desiring reservations from now on will have to make reservations directly by calling the Marina. Their D.C. telephone number is 855-1633.

SOUTHERN BAY CRUISE--SEPTEMBER 3-12, 1988

Frank and Nancy McCabe, KELLY ANN

Plans are complete for the one week Southern Bay Cruise and we think you'll like them. We plan to raft with HNSA Labor Day weekend cruisers on Saturday, September 3, and then head South on this overall schedule:

Sat. 9/3	St. Leonard Creek	Anchor Out
Sun. 9/4	Yeocomico River	Kinsale Harbour Marina
Mon. 9/5	Dymer Creek	Anchor Out (Swim and cookout at Sarnowskis')
Tues. 9/6	Corrotoman River	Anchor Out
Wed. 9/7	Urbanna	Jamison's Cove Marina
Thur. 9/8	Horn Harbour	Anchor Out
Fri. 9/9	Solomons	Zahniser's Sailing Center
Sat. 9/10	Hudson Creek	Anchor Out
Sun. 9/11	Herrington Harbour	

Two HNSA charter members, Joe and Carol Sarnowski, have generously invited us to swim and cook out at their new home on Dymer Creek on Monday, September 5. We'll anchor out and dinghy up to their dock. The Sarnowskis are returning to Chesapeake Bay sailing after about a 4-year stint in Chicago, where they sailed their YANKEE PEDDLER on Lake Michigan.

As to cruise logistics: hungry sailors take note of restaurant possibilities at or near St. Leonard Creek, the Yeocomico, Urbanna, and Zahnisers—for evenings when you'd rather not cook. There are also sufficient places in route to restock ice, fuel and supplies. Following are costs and deposit information on the marinas:

<u>Marina</u>	<u>Charge</u>	<u>Deposit</u>
Kinsale Harbour	50 cents/ft.; \$3.00 electric	\$5.00
Jamison Cove	50 cents/ft.	None
Zahniser's	90 cents/ft. \$3.00 electric	*

For Kinsale Harbour Marina--804/472-2514--please send your \$5.00 deposit by August 15 to Steve Sheridan, Kinsale Harbour Marina, P.O. Box 189, Kinsale, Virginia 22488. Mention that you will be with the HNSA cruise group arriving Sunday afternoon, September 4.

\* For Zahniser's, call Frank McCabe by August 15 --202/267-3210 (day) or 703/370-3874 (evening). This one is more complicated as the amount of deposit is based upon the number of boats in our group.

We've had expressions of interest in the cruise from the crews of AMITIE, BARNACLE BILL, BONNIE LEE III, CAT'S PAW, CRUSADER, FINALLY, FREE BIRD and of course, YANKEE PEDDLER. Please let us know definitely by August 15 and ASAP if you haven't yet talked with us. We look forward to cruising this delightful part of the Bay with as many of you as can join us.

## SAN DOMINGO CREEK CRUISE

Lee and Janice Himes

Fifteen fast HHSA boats sailed to a beautiful anchorage on San Domingo Creek on June 25th with the pleasant help of a steady breeze and mild temperatures. Some boats sailed around Black Walnut Point close-hauled and rail down. Others had a fast reach to Knapps Narrows and continued on into the Choptank. The southerly breeze provided a good run up Broad Creek and carried us right up San Domingo Creek.

At the anchorage the usually good HHSA social events, including hors d'oeuvres aboard AMITIE and SEA SPARROW, prevailed throughout the late afternoon and evening. The rafts were visited, as expected, by a family of swans (parents plus 4) who were amply fed by a couple of sea urchins on GENTLE SPIRIT.

The breeze continued and the captain and crew of CIRCUS enjoyed some dinghy sailing while trying to dodge a barrage of balloon water bombs launched with amazing accuracy by FREE BIRD. Some of the group motored/rowed to St. Michaels for dinner, ice cream, etc. Others remained to enjoy the fun, fellowship, and relaxing atmosphere. No-one could believe how wonderful the weather was.

Sunday morning provided brisk winds for the sail back to Herrington Harbour. By early afternoon, however, the winds had slackened considerably and sailing was slower paced as the temperatures climbed to the 90s. A cool front, bringing a few drops of rain, turned into a welcome relief from the heat.

Guests from several boats added to the enjoyment of everyone. We were especially glad to have Al and Priscilla Belanger, HHSA members who now live in Richmond, as special guests aboard SEA SPARROW for the weekend.

Boats participating in the cruise included: AMITIE, CAT'S PAW, CIRCUS, ESCAPE HATCH, FREE BIRD, GENTLE SPIRIT, JOINT VENTURE, KELLY ANN, SEA SPARROW, SHAWN, SHOTGUN, WALK ABOUT, WHITE GULL and WINDBORNE.



FORTE OF JULY IN REVIEW

Jeff and Darlene Forte

The second annual 4th of July Stay-Put Cruise was again a success as HHSA boats gathered in Hunting Creek on the Miles River. The Independence Day weekend was doubly pleasant due to the lack of hot, humid conditions so often prevalent in July. In fact, the weather was so enjoyable that 8 of the club boats left Friday to do some power shopping in St. Michaels. Most boats rolled into Hunting Creek by 4 p.m. on Saturday. Uncle Sam (otherwise known as John Bourke) gave his patriotic showing for evening cocktails while many others appeared in their matching HHSA t-shirts.

Taking advantage of the stay-put idea were HHSAs who entertained themselves with water balloon fights and a scavenger hunt. The Old Boat Doc decided to give sailboard lessons to a small group of young ladies beginning with a few basic instructions on the beach. Then the group was led into the shallows where much yelping and hollering ensued as each of the Old Boat Doc's students took a turn on the board. Several others spent part of their day in their sailing dinghies, swimming, exploring or simply relaxing. Patty Duncan practiced her rowing with great success.

Later that evening, HHSAs invaded a small deserted beach to set up a shoreside cocktail hour. To keep sand off the hors d'oeuvres, a 12 foot long makeshift table was fashioned from a sailboard and two inflatable dinghies. After dinner back aboard the boats, the club returned to the beach to build a small bonfire and entertained the rafts with their sparkler displays.

On Monday most of the group returned to Herrington Harbour while a few lucky souls extended the cruise for a day or two.

Participating in the 4th of July cruise were BELFRY, BONNIE LEE III, BREEZY, CIRCUS, ELSEWHERE, FINALLY, FREE BIRD, GOLDEN WIND, INFINITY, KELLY ANN, MATTIE'S SONG, MI KEEVER RIE, MIZ TEE, MOMENT OF TRUTH, PADDY WACK, PILGRIM, SONGBIRD, TOWLESTOY, TRIO, VINDEN, VIRIATUS, WHITE GULL and WINDSTORM II.

Best wishes to Laurie and Henry Power, SNAPPY, who were present in spirit only as they tied the knot during this holiday weekend. Just think, next year we can celebrate their anniversary and Independence Day.

SEA URCHIN CRUISE--MEMORIAL DAY  
Bob Buchanan

Sea Urchins enjoyed the 3 day, 2 night cruise to the Wye River. While a few captains doubted the existence of the red marker No. 6, 29 yachts did find their way up the western leg of the Wye River to a new and delightful anchorage. The 85 degree days enhanced the Treasure Hunt, dinghy races, paddle boat construction and races, general water activities, and the WATER WARS.



The sea urchins of all ages from ALLEGRO, HIGH PRIORITY, BRE'A, BRASS RING, CIRCUS, GENTLE SPIRIT, WIND DANCER, WINGIT, FINALLY, SANDRINGHAM, ESPRIT, ARIEL, PILGRIM, CAT'S PAW, WILLY P, SPOOK, BREEZY, QUINTET, PADDY WACK, FREE BIRD, TOWLESTOY, SHAWN, MI KEEVER RIE, ELSEWHERE, WIND SHADOW, MELTEMI, SONGBIRD, VINDEN, TRIO and AMITIE enjoyed the sun, games, full moon, sandbar and songfest. Special thanks to Jeff Knapp for providing the treasure hunt and to Louis DeCamp for the paddle boat kits and races.

See you all next year!

RACING TO BERMUDA or HOW I SURVIVED NINE DAYS WITHOUT A SHOWER  
Marie Ordeman

Saturday, June 11, dawned bright and clear. Here was the day that had been hyped for months. After intensive planning and preparation, it was time to take our position at the starting line. It was a spinnaker start and we lost forty seconds at the gun. We hoped, in this nine-day race, that this would not be significant . . . not to worry.

After a "flying start", we were becalmed in the Bay with eighteen of the race fleet, including all HNSA entries, in sight. So much for seeing Norfolk by dusk! But as the winds picked up so did our spirits, and we were once again on the move leaving the Bay in the magical 24-hour timeframe.

Now begins the serious stuff. The watch schedule was prominently posted at the nay station so everyone knew who was on when--no shirking of duty here. The two-person watches were four hours in length except for the grueling 2 to 4 a.m. shift, a true example of man's inhumanity to man.

The ritual of "suiting up" for the watch included donning foul weather gear, inflatable life vest, harness (no chains or whips), knife, whistle and flares. Thus, bearing some resemblance to Poppin' Fresh, we were ready to take the helm. Better yet, we could press Alphie the Autohelm into service as we just watched for BIG ships and jettisoned cargo from freighters, rumored to be out there and just waiting to go bump in the night.

Meals were preplanned and main courses were prepared before departure. A diagram of placement of food in the refrigerator as well as the daily menus were posted in the galley. The first few days we kept to the schedule. As the journey wore on, things became a little looser. Breakfast officially ended when the Entemann's coffeecakes ran out (fourth day). Lunch often was whatever surfaced in the ice box. Toward the end of the trip, in an innovative effort to offload some of the provisions, we offered yogurt sandwiches (no takers); we pushed prunes (not a big seller); and we began to feel the oatbran muffins (which had become lead like) were costing us a possible chance at victory.

Dressing while enroute or haven't I seen that before? The first few days crisp shirts and shorts were the uniform of the day. As the days passed, the "least dirty" attire began to be recycled. Some carelessness about personal appearance became evident when the captain appeared wearing his pants backward.

Sleeping arrangements were what's known as "hot bunking it", a term that defies description. Everyone had their own sheet and could crash on any available bunk. This arrangement soon gave the cabin the look of a half-way house. Making up the bunks ranged from attempting hospital corners (first day) to flinging a gamey sheet in the vicinity of the bunk and collapsing onto it (last day).



Entertainment was where you found it. It shall never malign "Wheel of Fortune" again. Every other day we all looked forward to the "garbage party." This was the arduous task of sorting paper (pitched) from plastic (stowed), gashing all cans (tossed) and scraping the remains of meals into the sea. When not occupied with this challenging diversion, we pondered such questions as:

- How do non-swimming birds mate in the middle of the ocean.
- How "quilted" will your heinie get if you continue to sit on the waffled deck without a cushion?
- How far is the closest land? (1 - 1/2 miles straight down).
- Speculation as to the chances of Bermuda drifting toward us--this after a day spent going backward with 2-knot boatspeed.

One night, Mother Nature offered some entertainment of her own in the form of a storm of some proportion (the crew has not yet agreed on wave height and wind speed, but "mini-gale" seems an apt description). It lasted from dusk 'til dawn, a far cry from the well-advertised hour-long squalls you always hear about. After a night of 40 mph winds and 15' waves (strictly ballpark figures), a lightening storm topped off the evening. The Valiant Yacht performed heroically as did the three helmsmen. To avoid overcrowding the cockpit, the women stayed below, ever vigilant in the galley, ready to fill requests for cup-of-soup. As it was, we were airborne most of the time and would have had difficulty cooking anything. Then when the hatch boards were tied, we closed the kitchen immediately and just held on.



A wonderful boost to the spirits came after a day of slogging in calm seas. The navigator excitedly announced that the Loran was showing us at orbital speed of 77,000 knots. We calculated our ETA at three minutes if we didn't fly right over Bermuda first! But alas, it was only a Loran shutdown by the Coast Guard causing havoc with the info on the screen.

But finally on the ninth day (this, remember, was billed as a one-week, six-day voyage), Bermuda loomed on the horizon. We had sailed 1,000 miles and had to motor the last forty to make it in time for the big blow-out party at the St. George's Dinghy Club. HHSA was well represented in the welcoming committee. After a hot shower ("better than S E X" to quote Jeff Knapp) we joined the crowd to swap war stories and down a few "dark & stormies." The adventure was over, but the great memories linger on.



HSA RACING NEWS  
George Gwaltney

BOYER MEMORIAL--POPLAR ISLAND RACE, SATURDAY, AUGUST 13, 1988,  
Skipper's Meeting, 10:00 a.m.

The Boyer Memorial Poplar Island Race will be the last opportunity for those association members who cannot race in series events to show their stuff. This race has been the traditional event for those who are primarily point to point competitors. It will be followed, of course, by the SUMMER BARBECUE, (pig out, Summer Fling) at 6:30 p.m. Wind and weather permitting, plan on a 20 to 25 mile course starting and finishing at Red #2. Plan to be ready for the first gun at 11:00 a.m.

Racing Results

Spring #5: Spinnaker Division (Course Length--7.6 knots)

Bull Runner	Mayer	5360	168	4083.2	3/4
Obsession	Augusterfer	6060	168	4783.2	2

Spring #5: Non-Spinnaker Division

Rapacious	Parker	6758	228	5025.2	3/4
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Weeknight #7: Spinnaker Division (Course Length--4.65 knots)

Infinity	Schuyler	3558	204	2609.4	3/4
Calliope	Downs	3504	087	3099.5	2

Weeknight #7: Non-Spinnaker Division

Lady Katie	Graves	3764	174	2954.9	3/4
Veracity	Ward	3780	126	3194.1	2
Sashay	Sampson	4345	210	3368.5	3
Snappy	Power	4377	168	3595.8	5
Dory Dawn	Thornburgh	5807	246	6443.1	5

Racers, we still need committee!! I am repeating my plea from the last newsletter. Dates that are open include: August 13 (Boyer Memorial), September 10, September 17, October 1 and October 15. Non-racers accepted (do one for your friend, for a drink, for ME, I'll buy you a drink). Hope you're having fun out there!



## FLOTSAM AND JETSAM

We've come a little more than half way through the sailing season and I can't think of a time I've had more fun on the water since I've been sailing. HNSA has had some simply marvelous, outrageous, ("totally awesome" as my son puts it) cruises so far this year. In general we've had fine sailing breezes and good holding ground. The hors d'oeuvres have been scrumptious. The beer has been cold. We haven't gotten caught in any afternoon thunderbumpers and the jellyfish even obliged by holding off until after Fourth of July.

All in all a very successful season to date. I especially want to recognize the cruise captains who have exercised a great deal of ingenuity in devising some truly clever ideas to liven up the cruises. If you're an HNSAer who hasn't yet or hasn't recently joined a weekend cruise, your missing out on all the fun. Drag out your calendar and pick out a date to come along. Fill up the sun shower, ice down the beer, unfurl the main and have the time of your life. Leave your cares and worries at the dock and join in the good times.

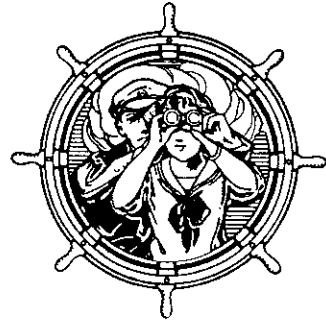
By the by, those racers are having lots of fun too. We recently served as committee boat and had a gas. I've got to tell you, Maureen Reynolds and Debby Justice pulled off a start that would have had Dennis Conner turning green with envy. They hit the line going flat out with about a foot to spare before the starting signal sounded. We'll be kind and not identify the hot shots they left standing in the dust. For anybody who hasn't tried it, committee boating is fun. The instructions are easy to follow and it's kind of pretty to watch all the sails as the sun sets. Anybody who'd like to give it a try should give George Gwaltney a call. I hear he's offering to sand the bottom next spring for anybody who takes the Boyer Memorial assignment.

Before signing off for this issue, I do want to say a little about the newsletter budget crisis. Early on it became apparent that the choice was boiling down between a quality product and staying in budget. We made the decision to continue to try to deliver the best newsletter we could. I haven't heard many complaints so hopefully we've been hitting that mark. We've also covered alot more in the newsletter than in past years. We've had more cruises, more racing and more social ramblings to write about. Let's face it, we're a very active group. However, we've got to save some pennies someplace, so here's the plan. Instead of getting a newsletter every month for the remainder of the year, I'm going to cut out two issues. The next newsletter will come out in mid September and my final shot will come out in late October. The new Editor's first issue will be December/January and will cover the election results, annual dinner and seminar preview. I'm going to thank you in advance for your patience and remind you that good news is always worth waiting for. Good Sailing!



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